

Price Support on Eggs Announced: Lower Trend Seen

The 1946 price support program for eggs recently announced by Secretary Clinton P. Anderson is designed to assure producers an average U. S. farm price of 29 cents per dozen during the flush production season next spring, according to announcements received by the O. S. C. Extension Service.

Price support operations will involve purchases by the government of dried, frozen and graded shell eggs whenever necessary to maintain prices. The surplus eggs acquired will not be dumped on the domestic market, Anderson gave assurance. Most of the purchases are expected to be in the middle-west where prices are historically lower and where an average support price of 27 cents is contemplated.

The 1946 production goals for eggs suggest a 13 per cent reduction in number of hens in laying flocks, and 15 per cent reduction in number of eggs. Nationwide co-operation in culling laying flocks has been requested.

Final disposition of surplus eggs will include sales for export, sales to other government agencies and transfers of eggs for school lunch purposes and for distribution to public institutions.

These and other government supports will check but not prevent a decline in the average level of farm prices during the next two or three years, according to the current agricultural situation and outlook circular issued by the O. S. C. Extension Service. The general level of farm prices in 1945 was nearly twice the 1935-1939 average.

Assuming that funds are available, prices of several of Oregon's farm products are to be supported at not less than 90 per cent of parity through 1946, 1947 and probably 1948. Such commodities include milk and butterfat, eggs, chickens over 3½ pounds, turkeys, hogs, wheat, potatoes, certain varieties of dry peas, beans and flaxseed for oil.

As of mid-November prices of these were at the following percentages of parity: Milk, 109; butterfat, 103; eggs, 100; chickens, 120; turkeys, 131; hogs, 112; wheat, 99; potatoes, 102; beans,

109; and flaxseed, 98. These commodities accounted for about 45 per cent of the value of farm marketings during 1935-1939.

REOPEN OF FOREST CAMP IS URGED

Appropriation of adequate funds to enable the Forest Service to reopen camp grounds and other recreational areas of the National forests was urged on the House Appropriations committee today by Rep. Stockman (R-Ore.).

"Oregon has 13 national forests which have over 500 beautiful camp and picnic grounds," Stockman told the committee. These forest areas offered recreation to more than 700,000 people in 1941, the last pre-war year, and it is my guess that there will be almost a million persons using these areas in 1946.

"We also have 23 ski areas, including Timberline Lodge, which was used by more than 100,000 people and these too are going to be crowded next winter."

The representative told the committee that all the developments in the National forests had to be left without maintenance during the war when no funds could be appropriated for them and that the Forest Service now has no funds with which to put them in condition to be used. He said it was essential that the funds be provided now so as much of the work as possible could be done before warm weather arrives.

"Now that people have an opportunity for automobile trips and recreational outings," Stockman said, "I feel that proper facilities should be made available so that they can obtain full benefit of the parks in our National forests."

GRAPE INDUSTRY ENCOURAGED HERE BY SPECIALISTS

Encouragement to the table and grape wine industry in the Grants Pass and Illinois Valley area was offered here Thursday by a visit of two representatives of the Wine Institute, who endeavored to meet local growers and other interested people here on the first leg of a one-month tour of the state.

H. F. Stoll of San Francisco, representing the Institute said that every year there are thousands of crates of table grapes imported here, which could well be grown here. He also said that of 1,140,000 gallons of wines consumed in Oregon in 1944, only 187,000 gallons were produced in this state. These figures include berry wines, which at present forms the principal wine industry in Oregon.

Accompanied by Carl Werner of Portland, field representative for the Institute, and former senator Allan Bynon, attorney for the group, Stoll stopped in Grants Pass Thursday to contact the Chamber of Commerce. He said he regretted that it was impossible to appear before a meeting of interested people here at this time, but Werner said that an attempt will be made to come back here about the first of March.

Stoll said that the southern Oregon area is so nearly similar to the California coast counties where large grape industries exist, that it is entirely possible to develop a large industry here.

He said that in 1915 the local growers invited Professor F. P. Bioletti of the University of California here to survey the area and make recommendations regarding grape plantings. The professor, after studying the soil and cli-

mate, recommended Black Hamburgs, certain varieties of Muscats, Black Prince, Petite Sirah, and other varieties of wine grapes.

Stoll declared that nine tenths of the grapes now grown in Oregon are the Concord, or Labruska type of grapes suited for jams, jellies, and juices but not for wines or table use.

Speed Ceilings Are Up Since End of War

The speed ceiling under which 85 per cent of the drivers on major Oregon highways traveled in November was 56 miles an hour, Secretary of State Robert S. Farrell, Jr., reported today.

The Secretary of State said speed checks maintained by the traffic engineers of the state highway department showed that November speed ceilings were the same as those recorded in October and September.

Farrell said only three per cent of the drivers using major highways held their speed under the 35-mile mark. This compares to some months during the war when about a third of the drivers using the highways held their speeds under the 35-mile limit.

"The higher travel pace on our major highways is a prime cause in the rise of traffic fatalities in this state," Farrell declared. "Speed too great for existing conditions is a factor in nearly all the accidents on rural highways, and in many of those that occur in urban areas."

"Drivers forget that 50 miles an hour on congested highways is

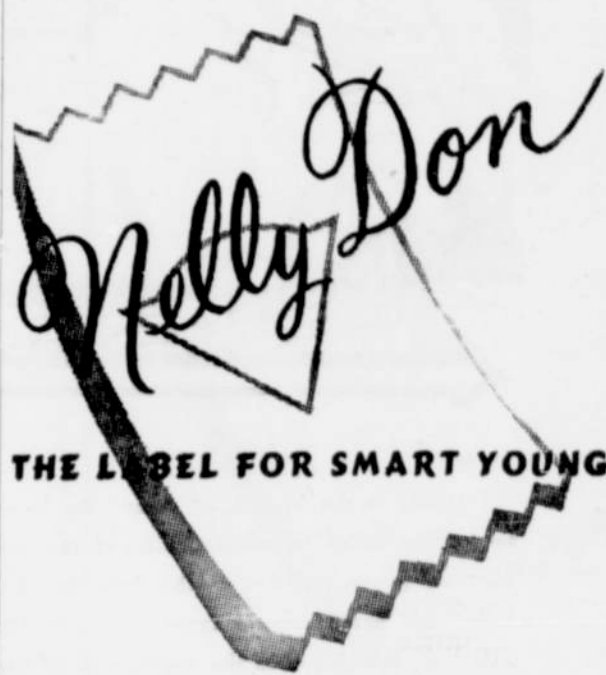
far more dangerous than it was in thin traffic during recent war years. They also forget that older vehicles are more likely to develop mechanical defects at high speeds than at reasonable speeds.

"These factors: Speed too great for conditions, older vehicles and drivers who have neglected to adjust their driving practices to the heavier traffic volumes, are major factors in the tragic increase

in traffic fatalities today. We can avoid these accidents by holding speed down, by taking care of our cars, and by avoiding useless risks in heavy traffic."

The American Legion will give a dance Saturday, February 9th in the American Legion Hall. Good music and eats by the ladies. Bring your own sugar. Come and have a good time.

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